

MONTANA AERONAUTICS COMMISSION



Volume 15, No. 6

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MONTANA FLOOD AVIATION NO. 1 RESCUE/SUPPLY LINE

It can only be estimated the number of lives that were saved by Montana pilots during the recent flood disaster. The main problem being the rescue of persons that were isolated and in immediate danger.

People were rescued from highways, over which the water was washing; from trees, roof tops and any location they had reached for temporary safety. All of the rescue operation was very well organized.

The light fixed-wing aircraft was used primarily for the "spotting" of those that required rescue and then, through communications with the Flight Service Stations, the information was passed onto helicopters, which would accomplish the actual rescue. In this manner, the helicopters were not required for search, they were utilized primarily and more suitably, for "picking up" the flood victims.

This disaster has definitely brought out the value of the smaller airports located in the areas of northwest Montana. All of these airports, accessible and usable during the entire flood, were in most cases, the only terminals of transportation. Towns that were isolated that did have air-

strips were Babb, Valier, and Choteau. Other airstrips that were adjacent to some of the completely isolated towns were also fully utilized during the disaster.



Group at Communications Center of the State Civil Defense Headquarters, Helena, Montana. These men did a wonderful job throughout. (Photo Courtesy of KBLL TV, Helena)

It is unfortunate that personal mention cannot be made of every pilot and person who participated in the rescue operation! However, it is undoubtedly a source of personal satisfaction to them to know that they were needed so desperately and that they performed so ably in response to the need. They are definitely owed the "Thanks" of all Mon-

tanans for their immediate response to the call.

We hope by citing only a small number of the many persons at a few of the locations that it will give examples of what took place all through the flood area by many, many individuals and groups.

By Tuesday morning, all organizations had become active in the rescue operation and helicopters from the National Guard, United States Air Force, Forest Service, State Department and Privately Owned, were used in a coordinated effort of rescue.

Cliff Higgins of the Fish and Game Department spent many hours in rescue operations with his "chopper," flying in the Cut Bank, Birch Creek-Heart Butte, Two Medicine and Badger areas. Flying in medical personnel to stranded persons and checking the safety of persons throughout the back-woods area. A number of Fish and Game personnel, familiar with the area gave valuable assistance throughout.

Lieutenant Colonel Tom Beavers from Malmstrom Air Force Base rescued 41 people the first morning with his jet helicopter.

CUT BANK — Herb Sammons, Area No. 3 Search & Rescue Coordinator, and Dick Kullberg, assistant coordinator, began rescue opera-

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of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

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DIRECTOR'S COLUMN



Charles A. Lynch

Montana Airports certainly played a vital role in the survival of Northern Montana during the recent flood and continue to be of the utmost importance in the post-flood supply line. In many areas that were completely isolated, the airport remained high and dry to serve as a transportation center for evacuation of the flood victims and the supply center for food, medical supplies and clothing.

Examples of the flood's isolated areas with State Utility Airports are Babb, Starr School Airstrip near Browning, Polebridge Airport on the North Fork of Flathead, and Augusta Airport. Part of the justification for building these airstrips the past two years was for emergency use as well as general aviation and recreational usage. Each one of these small airstrips cost approximately \$20,000 and in the past few weeks have paid for themselves many times over. Prior to the flood many of our non-flying citizens were unaware of the existence of a number of these strips, however, now this public utility was and is still used extensively by aircraft of all types and sizes, both civilian and military.

Cut Bank, Helena, Missoula, Kalispell and Great Falls Airports were

the main depot supply and rescue centers. Other very busy air centers were at the municipal airports at Shelby, Choteau, Fort Benton, Conrad, Dutton and Valier. The airport at Valier became so soft that the planes were forced to land on a highway north of town. The heavy traffic on the airport would have rutted the soft turf runway. At the Choteau Airport one C-123 was planted in the mud. The aircraft was turning around after leaving supplies when its wheel rolled off the runway shoulder.

It is now anticipated that all our citizenry will have a new and greater appreciation of their airports, regardless of size and they will realize the importance of airport improvement.

The tremendous loss of ground transportation facilities in northwestern Montana during our recent disaster should undoubtedly bring full recognition to the very vital importance of air transportation in general.

NINE FIRMS SUBMIT DESIGN PROPOSALS FOR SHORT HAUL TRANSPORT

Seven United States and two French aircraft manufacturers have submitted proposals to the Federal Aviation Agency for the development of an airline transport designed to succeed the 29-year-old DC-3 in short haul operations.

The proposals, which were submitted in response to a Request for Proposals (RFP) issued by the FAA to the aircraft industry December 20, 1963, were received from the following firms:

Lear Jet Corporation
Wichita, Kansas
Hughes Tool Company
Aircraft Division
Culver City, California
Republic Aviation Corp.
Farmingdale, New York
Jerome J. Witte
Parkville, Missouri
Fairchild Stratots Corporation
Hagerstown, Maryland
J. Morrow
St. Augustine, Florida
Aircraft Marine Engineering
Corp. (ACME)
Van Nuys, California

Nord Aviation
(Seine), France
Etablissements

Henry Potez, Paris, France

These proposals are the latest development in a government-industry program to stimulate the design and production of a safe, economical and efficient short haul passenger-cargo transport. The aircraft would be designed to meet the needs of U. S. local service airlines as well as other short haul aircraft operators in the United States and throughout the world.

Evaluation of the designs is being conducted by a 50-man team including representatives of FAA, National Aeronautics and Space Administration, Civil Aeronautics Board, Department of Defense, Department of Commerce, and a number of outside consultants. Officials of the local service airlines will also evaluate the design proposals.

Based on the proposals, the evaluation team will select up to three manufacturers by the end of June. Each one will be awarded a contract not to exceed \$100,000 to prepare detailed design specifications for a short haul aircraft. A deadline of November, 1964, has been set for submission of the detailed specifications.

Other airframe manufacturers who have not submitted proposals at this time in response to the RFP are, however, expected to submit detailed specifications to the FAA by the November 1 deadline. Their designs will be evaluated along with those selected as a result of the RFP.

All designs submitted will include cost data based on varying numbers of production units as well as expected delivery schedules. The Federal Aviation Agency believes that based on information already submitted, manufacturers should be in a position to accept fixed price contracts for their aircraft. Recently, the FAA contracted with the Systems Research and Analysis Corporation, Washington, D. C., to conduct an economic survey of domestic and world markets for a short haul transport. An interim report on the survey was announced by the Agency in March.

Man may blame fate for an accident, but feels personally responsible when he makes a hole-in-one playing golf.

MONTANA FLOOD . . .

(Continued from Page 1)

tions in the Cut Bank area on Monday, June 8. By 9:00 a.m. on Tuesday, 45-50 persons were safely out of flooding homes and raging water areas due to the swift action of the pilots. Jim Kruger flew his helicopter 8 hours and 30 minutes his first day out and continued this valuable service throughout the next few hectic days and evacuating approximately 30 persons.

There can be nothing but the very highest of praise for every pilot from this area and special note must be made of the work done by Herb Sammons; Dick Kullberg who acted first as S & R Coordinators and then as the Civilian Defense Director for the area; the military personnel from Malmstrom Air Force Base and the National Guard unit in Helena. Special credit goes to the FAA personnel for their perfect, unflinching part in the rescue operations with special mention of Bill Roper.

We cannot overlook the wives of the Cut Bank MPA, under the direction of Mrs. Kullberg, who kept food and coffee available for the workers and victims and to the many persons and groups that donated food, time and labor throughout these first long days and nights.

KALISPELL — When it became apparent that the flood was imminent, Jack Archibald, the MAC Search & Rescue Coordinator for Area No. 4, was alerted and immediately began rescue operations on the afternoon of June 8, Monday. Rescue operations were carried out in the Flathead, Nyack Flats and West Glacier areas into the hours of darkness Monday night and began again at 2:30 a.m. on Tuesday. Jack has done an unmeasurable amount and a tremendous job of coordinating the rescue operation. Again, we must congratulate the pilots from throughout the Kalispell area and the military personnel assigned there.

CHOTEAU — At Choteau, in the very heart of the disaster area, the airport was the center of rescue, supply and provided headquarters for all operations. John Nordhagen flew many long hours and located 4 persons the first day out, which in turn were rescued by helicopter, (one military and one civilian.) There were untold numbers evacu-



Aircraft parked in the north end of downtown Valier. (Photo Courtesy of KBLL TV, Helena.)



Aerial View of Sun River Flood Area. (Photo Courtesy of KBLL TV, Helena)

ated and supplies delivered from the field. There was an estimated number of 150-200 aircraft landing at the field Tuesday through Friday. This count did not include local aircraft. A variety of aircraft were utilized including the field helicopters, light aircraft, C-47 and a number of C-123s. The work of surveying, spotting, supplying and evacuating continued all through the week in the Choteau area and the highest praise goes again to John Nordhagen, and to all the area pilots and the military personnel.

The Montana Aeronautics Commission certainly extends its congratulations and respectful thanks to the many pilots; the various organiza-

tions; FAA personnel; private individuals; and MAC Search and Rescue Coordinators throughout the areas, who worked so ceaselessly and ably during the disaster. In addition to those already mentioned, are Homer Holman, Great Falls, Area Search & Rescue Coordinator and Don Coons, Shelby; both of these men did organized, capable and ceaseless jobs of coordinating their respective areas.

This flood disaster has given General Aviation in Montana definite proof of the value of light aircraft and of the absolute necessity of the small landing strips which have been a major program in our state for the last few years.

A CASE IN POINT

By Kenneth D. Beyer
Commission Attorney

TRESPASS IN THE AIR:

A recent case before the highest Court of Texas held a spray pilot guilty of trespass when the spray pilot accidentally released a poisonous spray directly over the land of a landowner. Under the law of trespass, one who trespasses is liable for damages regardless of whether he is negligent or not. Thus here, the landowner only needed to show that the pilot trespassed and the pilots care or negligence was not material.

In deciding that the pilot had in fact trespassed, the Texas Court affirmed the position that while the English *Ad Coelum Doctrine* (the landowner owns from the center of the earth to the sky above) has been dropped from American law, that some parts of the doctrine remain. Under current American law the landowners sky ownership includes the "immediate reaches of the adjacent atmosphere." When a pilot flies in the immediate reaches he does so not by right but by privilege. That privilege, when abused, can be lost.

The pilots privilege depends upon: (1) the pilot not unreasonably interfering with the landowners use of the surface; and (2) the pilot conducting the flight so as not to be dangerous to the land or the persons or things on the land. Violation of the conditions of the privilege results in a loss of the privilege. Thus here where the pilot sprayed poison on the property, he violated the right to use the air space and became a trespasser. Accordingly, the pilot was liable for damages caused by the spray.

At first glance, Montana seems to have reached a different result. In a recent Montana case the Supreme Court held that a landowner who alleged the fire retardant spray was negligently dropped must prove the negligence. There was no question raised as to aerial trespass and there was a further element of emergency involved in that particular case. The court held that negligence was not proved.

Under facts similar to the Texas case, a similar result could be expected in Montana since such is in line with Modern Aviation Law.

1963 Traffic Record of Cities Served by Local Service Airlines

Nation Wide

The number of originating passengers on the local service airlines increased at 347 out of 493 stops in 1963 over 1962. Following are the comparison figures concerning Montana cities:

City	Rank 1962-63	Per Cent of Change
Billings	142-175	50.3
Great Falls	269-307	50.7
Kalispell	375-352	3.4
Glasgow	403-409	36.6
Sidney	419-432	58.7
Miles City	432-443	51.2
Havre	449-461	69.1
Glendive	454-459	49.6
Cut Bank	468-468	14.9

Second Annual Aviation Mechanics Award Program Now Underway

The 1964 Annual Aviation Mechanic Safety Awards Program is now underway in the 12 central states of Illinois, Iowa, Indiana, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, North Dakota, South Dakota and Wisconsin. The announcement was made by J. M. Beardslee, Director of the Federal Aviation Agency's Central Region. The purpose of this annual event is to give recognition to aviation mechanics making outstanding contributions to the air safety role he plays in the practice of aviation maintenance.

This program is part of a national effort to bring the attention of the public to the importance of the mechanic's role in aviation safety. It also serves to focus the aviation mechanic's attention on the vital safety role he plays in the practice of aviation maintenance.

Separate awards will be made to the general aviation mechanic in each of the above 12 states making the most outstanding contribution to aviation safety. From the roster of state winners a regional winner will be selected. A regional winner will also be selected from mechanics serving the nation's air carriers. Regional winners will compete for the two national awards. One is for a general aviation mechanic and the other for an air carrier mechanic.

The awards are for the achieve-

ments made by mechanics during the 1963 calendar year. Details and entry blanks can be obtained from any of the General Aviation District Offices, Air Carrier District Offices, or Engineering District Offices.

Following are a few of the 1963 award winners and their contribution to Aviation and Aviation Safety. **Montana's Bob Huston—Skyway Aircraft Repair, Great Falls.**

Bob devised a list of the documents that are required aboard an aircraft and had an overlay printed on a manila envelope. During an inspection the documents are located, inserted in the envelope and presented to the owner upon completion of the inspection. The overlay includes a brief explanation of the periodic inspection requirements. Bob also devised a complete and comprehensive inspection check list which can be used for inspecting almost every model of light aircraft in use today.



1963 Award Winner from Montana, Bob Huston, was presented with above pictures plaque by Governor Babcock, awarded by the Federal Aviation Agency.

Carl Stine—Illinois

Carl designed and manufactured a micro adjustment kit to use in setting the gear down limit switch on the Tri-gear used on Beechcraft Model 18. This improvement cuts the labor time required to set this adjustment, more important lets you make a more accurate setting. The previous method was a trial and error method of installing or removing shims. The method of adjustment developed by Mr. Stine is a screw type adjustment which is very accurate and positive.

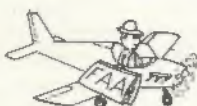
James E. Stevens and Laverne Kerbaugh—North Dakota

Stevens and Kerbaugh incorporated a check for defective or worn

camshaft in their 100 hour inspection system. To check for worn and defective camshaft lobes, remove rocker box covers and check respective valve travel. Several faulty camshafts have been detected through this method before engines showed any evidence of loss of power or roughness, thus preventing any further damage to engine by metal particles and failure of engine in flight.

Harold E. Roberts—Missouri

Roberts designed a Metal Spar Splicing Kit for the Piper J3 through PA22 airplanes. Prior to this design, if a metal spar was damaged between the left strut fitting and butt end, it was necessary to replace the entire spar and recover the wing. With the Spar Splicing Kit, only a section of fabric and ribs over the damaged section of the spar need to be opened for the kit to be installed. He also designed a Metal Spar replacement butt end fitting the same aircraft. If the butt end fitting and butt end of the spar should be damaged, this new fitting can be bolted on in its place and thereby save the replacing of the spar and the recovering wing. Roberts' ideas on venting of the fuel tank on the Piper Comanche has been placed in production on this airplane and his development of accessible and easy operation of gas sumps has been incorporated in many airplanes.



FEDERAL AVIATION AGENCY ITINERARY LISTING

Airport	July	Aug.	Sept.
Bozeman _____ (Gallatin Field)	16	13	17
Culbertson _____		5	
Glasgow _____	23		9
Glendive _____			23
Great Falls _____ (International)	9	6	10
Havre _____		4	
Lewistown _____		26	
Miles City _____	22		24
Missoula _____	23	20	24
Sidney _____			24

NOTE: Provisions have been made to give private pilot written examinations on an appointment basis only at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

FOR SALE: 1959 Piper Comanche—250 Auto Flite—Mark 11—ADF—Stretcher for certified Air Taxi Air Ambulance—870 TT—125 SMOH. Fresh Annual, Hangared, Never damaged. Price \$12,500. Sportsman's Lodge, Ennis, Montana. Phone 682-4242.

"FLYING MARIAS PASS"

Ray Hall
Meteorologist-in-Charge
Kalispell, Montana

The mountains on both sides of this pass are high and extremely rugged, with elevations to 9,380 feet MSL. The highest place in the pass is Summit, elevation 5,215 feet MSL. The very narrow sections of the pass are: between Summit and the Middle Fork of the Flathead River, between the Middle Fork and the valley past West Glacier, and leaving West Glacier westbound through Bad Rock Canyon into the broad expanse of the Flathead Valley. The valley of the Middle Fork is quite narrow and although a 180 is possible, one can also land on the highway of Nyack Flats, or possibly in a field along the highway, however this field is quite rough and fences would be a serious problem.

After leaving Summit, flying toward Kalispell, it may appear that one is approaching a dead end because there the canyon forms a "T" with the aircraft approaching the top along the leg of the "T". From Kalispell one should be sure to turn left, with the railroad and highway, away from the main Middle Fork Valley. If not watching closely, this turn can be missed. Through Marias Pass toward Kalispell is a route requiring about 65 miles of steady mountain flying.

MARIAS PASS WEATHER

This description of some of the weather conditions for Marias Pass is intended primarily, for light aircraft.

The pass is often open even though clouds are obscuring tops of the mountains on both sides. From the highest point at Summit, elevations range from 2,971 ft. MSL at Kalispell to 3,954 ft. MSL at Cut Bank. On days with strong winds aloft anywhere from NW to SW, (the most usual condition) moderate to severe turbulence may be encountered all the way through the mountains. Usually the worst place is near Summit with air descending from high ridges and peaks. This turbulence may be severe enough to cause a pilot to do a "180". Another of the more turbulent spots along this route is at Bad Rock Canyon, however, it is not as rough as at Summit and the distance through the canyon

is much shorter. Bad Rock Canyon is located NE of Kalispell at the western entrance to the mountains. On a typical day with strong winds, on leaving Cut Bank for Kalispell, one will usually reach rising air about 10 miles west of Cut Bank. Rather than try to keep from gaining altitudes in this condition, one might as well take advantage of it, because, as the mountains are approached down-slope flow will often be experienced, and it is sometimes difficult to maintain altitude. Following the pass through the mountains enough altitude can be maintained, although it will often be rough from Summit to the Middle Fork Valley, where it usually smooths a little.

Before leaving Cut Bank it is worthwhile to check weather at Lethbridge and Cowley as well as Kalispell. Often rapidly moving squall lines or fronts move down the east side of the Continental Divide. Check for special and terminal forecasts as the bad weather may have passed Lethbridge or Cowley and the forecasts will cover it. These storms bring very strong winds, precipitation, and rapidly forming and lowering cloudiness. If, after checking weather at Kalispell, a pilot sees that thunderstorms are being reported and the storms are moving in a north-easterly or easterly direction, it is safest to wait for a few hours as these storms will most likely move directly across the path through the mountains and you probably won't be able to fly over or through them. If encountering a thunderstorm at Bad Rock Canyon (westbound) one might possibly be able to fly up the South Fork of the Flathead River and land at Spotted Bear. These storms move rapidly so speed is necessary if Spotted Bear is chosen as an alternate. (Better have along your own tie-downs).

Other choices are, of course, to go back to Cut Bank or to turn back, going over the lower end of Lake McDonald and up the valley to the left, heading north along the North Fork of the Flathead, to land at the Quarter Circle MC Ranch landing field. On days after there have been rainstorms in the mountains that prevented flight, one should leave early in the morning. If it is clear at 4:00 or 5:00 a.m., don't wait as clouds will often form rapidly after the

sun has been up for a while. If clouds are generally low and it is raining or rains are occurring at times, the pass will usually be closed to VFR flight.

Note: (Ray Hall, in charge of the Weather Bureau Airport Station at Kalispell for many years, has flown Marias Pass many times under varying conditions. Earning his private license in October, 1950, he achieved Commercial rating in January, 1954, and now holds a current Commercial License).

W/X's Information Sheet On Pilot Weather Briefing Log

The United States Weather Bureau would like to advise aviation interests about the reasons for asking a pilot to identify his aircraft when he requests flight weather information from Weather Bureau Offices providing briefing services.

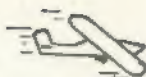
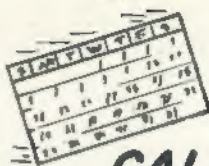
The Weather Bureau has implemented a vigorous campaign to improve the quality of aviation services available to pilots. To achieve this improvement, the Bureau believes that an evaluation of these services from the pilot user's viewpoint is essential. They need to know the aircraft identification number and to log the associated briefing to evaluate pilot-user views on aviation weather service. The Bureau is then in a position to elicit comments from the pilot or to investigate promptly any service complaint.

An additional reason for requesting identification is to fulfill properly the Weather Bureau's obligation to provide weather support for aviation safety studies, investigations and proceedings. One factor is determining whether the flight obtained adequate weather information.

The procedure for maintaining a log of pilot weather briefings at all Weather Bureau Offices providing briefing services was implemented on June 1, 1964 after a four-month test of this procedure at selected weather Bureau Airport Stations.

The cooperation of all pilots is solicited to help make this procedure as effective as possible.

FOR SALE: Piper "Clipper"—4 place—115 HP—272 SMOH—59 Paint—VHF—OMNI—Wheel fairings, Metal prop, Radio, OMNI, Compass and Tires New. Contact Glenn L. Humphrey, Box 503, Big Sandy, Montana.



CALENDAR

July 4, Polson — Flying Farmers Fly-In picnic at Ed Baldwins, Finley Point.

July 11 and 12, Glacier National Park — INAC summer board meeting. Many Glacier Hotel.

July 16 and 17, Des Moines — NASAO Regional Meet.

July 26, Bozeman — General Fly-In and Antique Aircraft Fly-In Show. (See article.)

August 1 and 2, Cascade Reservoir Airstrip — Four-State Fly-In, Cancelled. Disregard story on page 9 of this issue.

August 16, Dillon — Airport Administration Building dedication! (Check next months newsletter for further details.)

August 30, Big Timber — Flying Farmers Fly-In Picnic at Langhus Ranch.

September 5 and 6, Spokane, Washington — Northwest Aviation Seminar. Hollywood and TV personality, Bob Cummings, will be the guest speaker at the dinner on September 5. An all-around topnotch program is expected.

September 24, 25 and 26, Helena — INAC Annual Convention!

October 3 and 4, Lewistown — Fly-In Farmer Convention.

October 3-10, Texas — The 16th Annual ALL TEXAS AIR TOUR. The Air Tour will start from Temple, Texas and will feature 40 stops highlighted by 8 RON's. This tour promises to be one of the most exciting and unusual aviation events in the USA! Write: All Texas Air Tour, 204 West 16th Street, Austin, Texas, U. S. A., for information and reservations.

October 12, 13 and 14, Rapid City, South Dakota — NASAO National meeting.

October 19, 20 and 21, Norman, Oklahoma — National Airports Conference to be held at the University of Oklahoma. This Conference is jointly sponsored by the University and the American Association of Airport Executives.

All of us want to live a long time, but nobody wants to get old.

INTERNATIONAL NW AVIATION COUNCIL

BOARD OR DIRECTORS MEETING:

Hugh R. Kelleher, President of the International Northwest Aviation Council announced that the Board of Directors of the INAC will meet at Glacier Park Lodge, Glacier Park, Montana on July 11 and 12. It is urged by President Kelleher that any members, that have any suggestions or recommendations for this year's annual meeting contact the INAC Director in their area.

THE MONTANA INAC Directors are:

Mr. C. A. Lynch, Director of the Montana Aeronautics Commission, P. O. Box 1698, Helena, Montana. Mr. Howard Nelson, Secretary of the Gallatin Field Airport Board, 705 South Tracy, Bozeman, Montana.

1964 ANNUAL MEETING, Helena, Montana

President Kelleher has received letters from Joseph Tippetts, Director of FAA's Western Region Office, Los Angeles and Jack M. Beardslee, Director of the FAA's Central Region Office, Kansas City — stating that both will be very happy to accept the invitation to attend the meeting. This affords the members and aviation interested persons in the Pacific Northwest to meet with these gentlemen and talk over various problems. Both men have indicated that they will also have a few of their Program Division chiefs with them and some public displays.

Correspondence with the Department of Transport in Canada states that representatives of the DOT will attend. Undoubtedly DOT representatives will take the active part in the conference that they have always done in the past.

As it appears at the present time, there will be a number of exhibit displays this year from Insurance Companies, Airport Lighting people, Airport Implement Companies, Hangar Salesman, Aircraft Sales and Service, Aircraft Radio and others. If any companies you know of are interested in being an exhibitor please urge them to contact President Hugh R. Kelleher, INAC, Helena Airport, Helena, Montana. The fee for exhibiting will be \$35.00 plus registration, which fee is considered to be minimum.

Mr. Vince Carson, newly elected President of the American Association of Airport Executive and Manager of the Newark International Airport has accepted the invitation to be one of the conference speakers. Colonel Carson is one of the finest and most able representatives of professional airport management, in the business today. Manager of the JFK Airport in New York for many years, Colonel Carson was placed as General Manager of the Newark International Airport at the time it was completed. Ray Heinmeyer, Airport Manager at Bismarck, North Dakota and INAC Director and Mr. Frank Phillips, Manager of Tacoma Industrial Airport are completing their plans for the Airport Panel to be held on Saturday, September 26. This promises to be an excellent program.

Other highlights will be:

The delegates will participate in the dedication of Helena's new FAA Office Building.

Friday an awards breakfast will be held at 8:30 a.m. and official sessions will begin at 10:00 a.m.

The Canadian Night Banquet is programmed for 7:00 p.m. on Friday evening and the U. S. Night Annual Banquet at 7:00 on Saturday night.

The Ladies Committee has been busy, busy, making plans for an exciting time for the wives.

HOPE YOUR CALENDAR IS MARKED: Helena, Montana, September 24, 25 and 26. **ANNUAL CONFERENCE OF THE INAC.**

Remember the Holiday Motel and Holiday Inn—Registration will begin on Thursday, the 24th, from 1:00 to 9:00.



TOWER

OPERATIONS

MONTANA TOWER-CONTROLLED AIRPORT OPERATIONS

	MAY, 1964 Total Operations	Instrument Operations
Billings	9185	846
Great Falls	9067	897
Missoula	6766	203
Helena	2801	98

"Letters to the Director"

Dear Mr. Lynch:

On July 13, 1964, the Great Falls Center (NOTIP) will implement a ninety (90) day test of service to VFR flights in the Kalispell, Montana area.

Enclosed is a copy of our letter to airmen which outlines the details of the test and the types of service we will provide. We felt that you may want to include this information in your monthly publication for the benefit of all pilots within the State of Montana.

During the test period we would appreciate receiving your comments and those of all Montana pilots who may find it convenient to use this service. Pilot opinion is essential to a complete evaluation of the benefits to be derived from providing VFR service through the Center's peripheral radio channel.

Sincerely,

Leo F. Morrow

Acting Chief, ARTCC (NOTIP)
Federal Aviation Agency

Malmstrom Air Force Base

(Enclosure)

LETTER TO AIRMEN:

The purpose of this letter is to inform you of an extended service that is being made available to pilots conducting VFR flights in the Kalispell, Montana area.

The Agency has established a test to determine the feasibility of using a center remote controlled air ground (RCAG) VHF frequency to provide communications coverage for VFR flights. The test will make use of existing FAA facilities and equipments.

The test to be conducted will involve only that area served from the Whitefish, Montana RCAG site, and will provide service to VFR aircraft having transmit/receive capability on the Great Falls Center frequency of 124.9 mc. The expected service area can be described roughly as circular, having several irregular extensions and reductions in coverage, depending upon the terrain and the altitude of the aircraft. Your help will be appreciated in determining factual area coverage, but we are not soliciting calls solely for the purpose of establishing "distance records." Best results are expected when aircraft are at or above the RCAG site elevation of 6913 feet MSL and with-

in line-of-sight. We are hopeful that surface coverage at the Kalispell Municipal and Flathead County Airports will prove possible.

The service is planned to be started on or about July 13, 1964, for a 90-day test period. While the service does have temporary implications because of its experimental nature, pilots are encouraged to avail themselves of the services outlined below to the fullest extent possible, so that our reports during the test period on use of the service will be based on valid data.

If you conduct VFR flight operations in the Kalispell, Montana area during the test period, you may find it convenient and advantageous to use the following services:

1. Filing and closing VFR flight plans.
2. Weather information.
3. PIREPS.
4. Winds aloft information.
5. NOTAM information.
6. Emergency assistance to aircraft in difficulty will be provided to the extent possible.

VFR aircraft should use the call "Great Falls Center—VFR Service" to establish communications with the site. Transmit and receive on the frequency of 124.9mc. Call "Great Falls Center—VFR Service" when it can best serve your needs; call the nearest suitable Flight Service Station otherwise. Please let us have your comments and suggestions by letter at any time during the test period or upon its completion.

Sincerely yours,

Charles S. Irwin, Chief
Great Falls ARTC Center
(NOTIP)

Montana Aircraft Owners Attention!

Have you forwarded your radio questionnaire? (This questionnaire was on the last page of the June issue of Montana and the Sky.)

This is extremely important to future NAV-AID Facility requests!

If you have misplaced the form, please notify MAC and one will be forwarded to you immediately!

A bad memory today is really an asset. It lets you enjoy an old movie on television without realizing you saw it years ago.

YOUTH VIEWS AVIATION

The following stories are the remaining winners in the essay contest held at the Grand Avenue School in Billings. Robert Kaufmann's Fourth Grade Class and Mrs. Holmgren's Sixth Grade Class:

HOW AVIATION AFFECTS OUR MODERN WORLD

Gary Hildebrand—Grade 4

When the Wright Brothers flew their powered airplane only four people saw it. At our airports today hundreds of people see airplanes. They have probably ridden or sat in an airplane, prop or jet. The pioneering Wright Brothers gave us a miracle that we take for granted.

In World War I, the hero wasn't the cowboy catching the rustlers, but Captain "Eddy" Rickenbacker, who shot down 26 airplanes and balloons, the highest score on record.

In 1940, Boeing succeeded to make the first 4 engine plane, the B-17. Later an improved 4 engine plane, the B-29 which dropped the first two atomic bombs.

1946 marked the opening of the rocket plane age. The pilot of the X-1 proved that the "sound barrier" was a barrier in name only. Through development, the X-15 can fly 4,093 miles per hour or Mach 5.

Rotary wing flight began in 1941 when Igor Sikorsky flew his craft for 1 hour 5 minutes and 14 seconds. Today he makes different models of helicopters with Vertol and Kanaan, Bell and Cessna, to compete with. Now helicopters are using gas turbines to have more performance figures. The Army has ordered several helicopters with gas turbines on "mercy missions" in training.

HOW AVIATION AFFECTS OUR MODERN WORLD

Robert Johnson—Grade 4

Aviation provides many jobs in our modern world like designing, repairing, building and piloting airplanes.

Aviation protects us with bombers, guided missiles and interceptor fighters that ready to take off in a minutes notice.

Airplanes transport goods of all kinds all over the world. Airplanes can fly fresh foods of different kinds cheaply where that kind of food would be canned or cost almost to much to buy.

Airplanes help keep us safe. Many live saving flights called mercy flights save people every day.

Natural resources are protected by the airplane like wood; wood is protected by being sprayed, and having forest fires spotted and put out by the airplane.

Crops like wheat are protected with the airplane by being sprayed for insects where before sometimes whole crops were destroyed by insects.

Officials from different countries can save large amounts of time by flying to confer with other countries where before to have an important talk it would take maybe weeks.

Tourists if they want to see different places can fly and see more places.

Weather satellites send back important information that help us immensely.

Altogether aviation provides jobs for us, protects us, saves our lives, transports goods cheaply and does many other things.

* * *

HOW AVIATION AFFECTS OUR MODERN WORLD

Steve Charter—Grade 6

It is hard to think of any part of our lives that is not affected by aviation. There is a story about peasant natives of Brazil who flew from their village to Brazilis in a modern plane. They were met by taxi and they started to climb into the trunk with their bundles. It just goes to show that these days some people get familiar with airplanes before they have even seen a car, train, or maybe even a bicycle. You always hear the saying the airplane makes it a smaller world. Through my study of aviation I think this is a very true statement. Below are ways planes affect our lives.

Farmers, ranchers, and the Game Department use airplanes in a similar way. Farmers spray their crops for weeds and insects. They hire commercial planes to do this. Most use a small biplane but some use old World War II bombers converted into spray planes. The rancher and Game Department use planes for spotting fires and for spotting and counting cattle or game animals.

Many private businesses own or hire planes. Business people use them to visit distant operations. Oil

and construction companies are just a few of them.

Thousands of people travel on airplanes daily. They say an airplane lands or takes off every minute at the Kennedy International Airport.

It is not considered anything any more to be able to eat breakfast in New York, lunch in Chicago and dinner in San Francisco.

Back in the Roaring 20's dare devils rode on airplane wings, flew under bridges, and purposely crashed their planes. A safer form of stunt flying is the Blue Angels. One event I always look forward to is the Air Fair. The Billings Air Fair is outstanding and here all kinds of airplanes are flown and displayed.

Missoula, Montana is the biggest base for smoke jumpers in the west. There they train smoke jumpers and send them out to all of the major forest fires across the west. Smoke jumping is not the only way to fight fires with an airplane. In places where trucks and tractors can get the airplane gives directions where to fight the fire. They also use the airplane to spot fires.

The airplane and helicopter are the first line of rescue work in disasters such as floods, hurricanes, earthquakes and fires. Helicopters are better for this work because they can land without a long runway. Planes evacuate people, bring in supplies and spot trouble spots in a disaster.

Nobody knows how many lives have been saved by mercy flights. A mercy flight is when a critically sick person is flown to a doctor or medical center. Doctors and nurses fly to far outposts which are not usually reached by health services. Missionaries also use planes to reach remote places. Aerial photography is becoming more successful all the time. The Armed Forces use it for spying. The jets swoop down at such a high speed to take the pictures that a gunner would not have time to man his gun. The cameras take many pictures in a few seconds and the detail is so fine that you can count the buttons on a shirt. They have an aerial map showing New York to California which is 10 feet long and 8 inches wide yet so delicate that you can pick out the pitcher's mound in a stadium.

The future safety of our country lies mostly in military aviation.

Much of the money for national defense is spent on aircraft. Jets that carry many tons of bombs and fly many hundreds of miles an hour have come a long way since the World War I Dogfighters.

HOW AVIATION AFFECTS OUR MODERN WORLD

Paul McClure—Grade 6

Airplanes are used about for everything. They are mainly used for flying persons to other places or countries. They are used for private occasions also.

Some planes are equipped for farm work if needed such as spraying grasshoppers, crops, trees, etc. Yet they are also used for rounding up cattle and sheep and other farm animals.

Law enforcement has been helped by the airplane many times. The airplane checks over land where persons have escaped from prison or have broken the laws. Sometimes the law is called in for Mercy flights.

The airplane carrying water is in use now for fire fighting along with that the airplanes drop smoke jumpers to help with the fires.

Probably the airplane is mostly used for sight seeing where other ways of transportation cannot go.

Airplanes are used regularly for taking mail and cargo to other towns, cities, states and even countries.

The U. S. Defense uses the plane the most of all. It uses it in war time and peace time. In peace time it is used for patrolling the border lines. It is used for checking the waters close to other countries. The airplane is sometimes used for experimenting with new equipment, engines or of the sort.

The airplane brings our world today together as the ship did in Columbus' time. Now the airplane can go across the ocean in hardly any time taking passengers, machinery, and many other things.

Attention: Airport Boards, Managers and Owners

Please return the Airport Directory questionnaire which you received by mail as soon as possible!

We would like the questionnaire completed and returned even if the present listing is correct. This information is needed to confirm the present material or to correct errors.

COLUMBUS CENTENNIAL WEEKEND

Gary Woltermann, Columbus Flying Service, reports to us that due to extreme bad weather around the state the weekend of the 20th, the Fly-In portion of their Centennial Celebration was greatly reduced; however, 10 planes did arrive to participate in the festivities.



Gary Woltermann met this arriving group at the airport to escort them to the festivities. (Lt. to Rt. Mr. Rosendahl, Elmer Hardy, Kent Welton and Mary Lynch of Billings, and Woltermann.)

A delicious barbecue was held at noon at the high school with close to 2500 persons being served and approximately the same number attended the afternoon rodeo. A variety of events were held in addition which represents a great deal of hard work and planning. Columbus residents should certainly feel that their Centennial Weekend was a success for a wonderful time was had by all that attended.

Space Is Still Available On European Flight

MPA MEMBERS: You still have the opportunity to go to Europe and the World's Fair for \$350.00! KLM Dutch Airlines have offered the Montana Pilots Association and its associate members a trip to Europe in September for 3 full weeks with a 2-day stop over in New York to see the Fair. More firm commitments are necessary immediately!

To make your commitment or to receive further details—Contact John T. Vance, Montana Club Building, Helena, Montana. Phone 442-7369.

Bozeman Air Show—General and Antique Aircraft Fly In

On July 26, an Air Show and General and Antique Aircraft Fly In will be sponsored by the Bozeman Optimist Club.

The Air Show will begin at 1330 MST and feature 12 Skydivers from MSC and the Billings area. Al Newby will give a performance in Nelson Story III's Great Lakes Trainer, showing the type of maneuvers that are possible in a plane produced in the late '20's. Al never fails to provide amazement and a number of real thrills with his exhibition.

Mr. Jack Ashford of Longmont, Colorado will put on a demonstration with a D Model P-51 fighter. This type of aircraft was used in World War II and was the only propeller driven plane used for combat during the Korean Conflict. His show has been described as "Outstanding" by all that have watched Jack perform.

It is hoped that there will be a "Fly-By" of all the Antique Aircraft and each antique aircraft pilot will be presented with an official Gallatin Centennial Coin.

There will be no admission charged for pilots and planes who Fly-In for the day. (Just road-runners must pay.)

MARK IT DOWN—JULY 26th—BOZEMAN.

First 4-State Fly-In to be Held

August 1 and 2: Cascade Reservoir Airstrip—20 miles south of McCall, Idaho. 4 State Fly-In—Idaho, Oregon, Washington, and Montana Flyers! Barbecue Saturday evening, dancing, camp out. Transportation available for those wishing to stay in town. Sunday breakfast will be donated by the Idaho State Pilots and a salmon barbecue at noon by Washington State Pilots. Ski boats for water skiing, gas available on field and an A & E mechanic; swim area for children. Prizes will be awarded. One day fishing licenses and transportation to nearest trout stream arranged for. This event should definitely be on your calendar for a Family Aviation weekend. (Suggested ETA 10:00 a.m. to avoid hot afternoon turbulence.)

A man doesn't have to be a bigamist to have one wife too many.

AIRPORT NOTES



By James H. Monger
Assistant Director, Airports

AIRMARKING — The Montana Aeronautics Commission summer airmarking crews are now at work and they are "face-lifting" all of the old faded out airmarkers on every city, town and hamlet in Montana. If any pilot knows of an airmarker that is in need of repair or replacement or should you have suggestions for locations for new airmarkers, please inform this office.

BAKER — The city of Baker has recently paved their northwest-southeast runway and graveled the eastwest and northsouth runways. The total project cost was \$18,000.00 and was accomplished through the use of the City of Baker's men and equipment. The paved runway 30/12 is now paved for a total length of 3300 feet at 75 feet wide.

HARLOWTON — The City of Harlowton and Wheatland County lengthened the Harlowton runway 900 feet, making usable a total runway length on the east-west runway of 3319 feet. The runway is 100 feet wide with 100 foot over-runs on either end. Runway markers have been placed and the fence and threshold lights re-located. This project was accomplished with city and county men and equipment. The engineering department of the MAC offered some technical assistance.

DILLON — The new Administration Building on the Beaverhead County Airport at Dillon will be officially dedicated at a public fly-in and ceremony on August 16. In attendance will be local, state and federal officials as well as pilots from all over Montana. Look for more detailed information in the next "Montana and the Sky."

HYSHAM — Several locations adjacent to the town of Hysham in Treasure County are still under consideration by the MAC Engineering



Seeley Lake Airport Under Construction.

Department. Treasure County has made application to sponsor a General Aviation Utility Airport to serve Hysham and the County.

EKALAKA — Bids were opened on June 17 for the construction of a General Aviation Utility Airport at Ekalaka, Montana. Three bids were received and the contract awarded to James W. Zion Construction Company of Glendive, Montana for a total contract price of \$24,429.67. Other bidders were George Rakes Construction of Glendive at \$24,830.00 and Susa Construction of Baker, Montana, at \$24,986.00. The contract calls for a completion date on this new GAU Airport for August 1, 1964.

RICHEY — Advertisement for bids is now underway for construction of a GAU Airport in Dawson County at the town of Richey. Bids will be opened on the local-state project on July 8 at 10:00 a.m. at the State Capitol Building.

SEELEY LAKE — The new General Aviation Utility Airport at Seeley Lake in Missoula County will be completed for use the first week in July. Contractor on this project is Walter Laas Construction Company of Chester. The new airstrip will be one mile east of town and will be 3500 feet in length, lying in a north-south direction.

LINCOLN — A state-federal VFR Airport at Lincoln is now approximately 40 percent completed. The contract calls for a completion date of August 1. Maronick Construction Company of East Helena is the prime

contractor and K. Brewer of Helena is the sub-contractor.

WHITEHALL — The FAA has announced that the old CAA intermediate field at Whitehall has been decommissioned and the landing area will be abandoned. It is hoped that in the near future the city of Whitehall and Jefferson County will provide a public landing area nearer to the town. The lighting system on the Whitehall Airport is to be re-located and put into operation on the Three Forks Airport in Gallatin County. Be sure to note the tremendous "face-lifting" that has taken place on the Three Forks Airport.

LEWISTOWN — The city of Lewistown and Fergus County have received approval of a loan from the Montana Aeronautics Commission in the amount of \$9,080.00. This loan will be used to help finance a local, state and federal project consisting of rebuilding the runway lighting system on the east-west runway and on runway 2/20 at Lewistown Municipal Airport. The total lighting project cost will be approximately \$20,000.00. A preliminary engineering grant in the amount of \$250.00 was also made available to the Municipal Airport to aid in the financing of updating the Airport Master Plan.

PILOT'S NOTICE

You are requested to refrain from landing on the new airport at West Yellowstone. This airport is under construction and is officially closed.

The contractor has men and equipment on the field and any aircraft activity on the new airport would be hazardous to both the contractor and the airplane.

Continue to use the old airport as it is in good condition and the aviation services are available on that field this summer. The new airport will not be officially opened until later this fall.

HAVE YOU READ ?

Flying Magazine, July issue? Kermit Anderson has an excellent feature story on Montana's Leading Executive, our flying Governor, Tim Babcock, titled "Montana's Top Bonanza."

Governor Babcock describes the important part in his busy business and political careers that the airplane has played.

The article continues to state that due to the Governor's sincere interest in Montana aviation and all its phases, he has given close cooperation and understanding to the various education and development programs of our Aeronautics Commission and to the industry in general.

* * *

Flying Magazine, July issue? A feature story titled "Go West" accents the fly-in, fish and game areas throughout 6 Western States and British Columbia. Here is good reading and excellent information for anyone interested in a Fly-In vacation to the wilderness-type areas, either in one's own state or the sportsman's vacation by air to another state.

* * *

"What Every Woman Should Know About Flying!" This is a well written, informative booklet presented by the Cessna Aircraft Company and the Cessna Dealers.

The booklet gives a concise, easily understood definition of flight and explanation of the aircraft and its structure. In addition, it brings out the versatility, the practicability, and the pure "fun" of flying. The booklet continues to point out that flying is basically simple, not the "out of reach" expense that many believe and most important, that it is "safe." After reading this publication, everyone should find that their appreciation for airplanes and for flying, is definitely heightened.

CONGRATULATIONS!



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

Grobel, Lynn D.—Glasgow—Private
Brown, John T.—Red Lodge—Commercial
Peterson, Kenneth G.—Billings—Student
Lawrence, Robert B.—Billings—Commercial
Nimmo, Marion I.—Seattle, Washington—Private
Agnew, Colvin H.—Billings—MEL on Private
Langen, Harvey L.—Glasgow—MEL on Commercial
Masur, Marvin C.—Glasgow AFB—Student
Parrs, Bradley—Glasgow AFB—Student
Johnson, Roy A.—Egeland, North Dakota—Student
Holter, Willar L.—Glasgow—MEL on Commercial
Tisdale, James L.—Louisiana—Private
Linder, Larry W.—Seattle—Student
Adams, Samuel H.—Glasgow—Commercial
Magill, Pearl J.—Glasgow—Comm.
Brown, Myron A.—Glasgow—Student
Eliason, Carl D.—South Dakota—Private
Cyphers, Raymond—Powell, Wyo.—Student
Dunlap, William M.—Billings—Instr. on FI
Henman, Vincent E.—Billings—Student
Smith, Lyle F.—Lewistown—Student
Gronewald, LaVerne E.—Scobey—Student
Henke, Richard C.—Hobson—Student
Henke, Lowell D.—Hobson—Student
Fitz, Merle D.—Scobey—Student
Brewer, Merritt D.—Roundup—Private
Sears, Ronald W.—Billings—Student
Neal, Robert C., Jr.—Butte—Private
Viall, Robert E.—Williston, N. D.—MEL on Comm.
Hanson, Melvin A.—Billings—Student

Markle, Orval E.—Glasgow—Instr. on Comm.
Elgen, Dennis P.—Big Timber—Commercial
Swanson, Donald E.—Billings—Student
Bennets, James H.—Billings—Comm.
Butler, Waldroff W.—Texas—Student
Trask, Charles P.—Ballantine—Student
Sundling, Merrill M.—Glendive—Student
Hinkle, Donald L.—Billings—Private
Sundvall, Roy A.—Worland, Wyo.—Flt. Instr.
Garberg, Raymond A.—Whitetail—Student
Hilton, Ralph T.—Grass Creek, Wyo.—Student
Peikert, John Henry—Billings—Student
Spoklie, Robert L.—Antelope—Student
Stordahl, Jerry L.—Fairview—Student
Conatser, Charles W.—Lavina—Private
Hammerstrom, Roger K.—Billings—Private
Langhus, Samuel J.—Big Timber—Instr. on Comm.
Settle, William G.—Wibaux—Student
Edland, Carol D.—Scobey—Student
Rolle, Kenneth J.—Billings—Blue Seal on Comm.
Cranston, Earl M.—Billings—MEL (center thrust) on Private
Rasmussen, Norman W.—Culbertson—Commercial
Calderwood, Derek T. M.—Culbertson—Private
Rowe, Charles R.—Alaska—Private
Pfeifle, Bernell—Baker—Student
Knutson, George R.—Billings—Private
Nance, Ruth E.—Birney—Private
Rothrock, James H.—Billings—Airline Transport
Bischoof, Gary L.—Cowley, Wyo.—Student
Johnson, Chester C.—MEL on Commercial
Dutton, Daniel R.—Billings—Student
Tindall, Betty D.—Lewistown—Student
Tindall, Herbert B.—Lewistown—Private
Schultz, James M.—Lewistown—Student
Lassey, Charles E.—Williston, N. D.—Private
French, Richard G.—Medicine Lake—Student

Green, Kirk L.—Ashland—Student
 Thompson, J. C.—Billings—Instr.
 on Private
 Anderson, Robert G.—Shelby—
 Private
 Lockrem, Larry A.—Billings—
 Student
 Reilly, Earl J.—Lewistown—Private
 Soare, Malcolm A.—Glendive—
 Flight Instr.
 Van Elsen, John A.—Billings—
 Student
 Garber, Victor E.—Isma—Student
 Bell, William A.—Polson—Student
 Litzinger, Mathias J.—Great Falls—
 Student
 Keil, Donovan L.—Great Falls—
 Private
 Hagen, Gerald D.—Helena—Comm.
 Gaither, Robert P.—Great Falls—
 Student
 Boyce, Bob A.—Missoula—Student
 Atherton, Melvin F.—Penhold, Alta.,
 Canada—Instr. to Comm.
 Lambert, Andre E.—Penhold, Alta.,
 Canada—Instr. to Comm.
 Hester, Billy K.—Missoula—Senior
 Parachute Rigger

Walstad, Neil B.—Missoula—Senior
 Parachute Rigger
 Hoglund, William S.—Great Falls—
 MEL added to Private
 Parish, Richard V.—Great Falls—
 Private
 Parsons, John K.—Great Falls—
 Private
 Roscoe, James P.—Billings—Private
 Harden, Mina R.—Great Falls—
 Student
 Atlas, Courtney B.—Helena—Private
 Conklin, Robert P.—White Sulphur
 Springs—Commercial
 Flaherty, Louis W.—Great Falls—
 Student
 Dunning, Gene M.—Great Falls—
 Student
 Olmstead, Loren D.—Great Falls—
 Student
 Roemer, Patricia L.—Missoula—
 Private
 Sperling, Wayne L.—Butte—Comm.
 Squire, Donald M.—Missoula—
 Student
 Barton, Charles H.—Bigfork—
 Private
 Reid, William A.—Great Falls—
 Private

McKay, Brien B.—Calgary, Alberta
 —Commercial and Instr.
 Malcolm, Darrell B.—Deer Lodge—
 Student
 Lynn, Robert E.—Polson—Private
 McAdams, Richard O.—Sun River—
 Student
 Samsel, William K.—Missoula—
 Student
 Hoy, Jerry Dean—Helena—Student
 Barkhoefer, Edwin H.—Great Falls
 —Private
 Haverlandt, Ronald O.—Great Falls
 —Student
 Nicholson, Edward W.—Darby—
 Senior Parachute Rigger
 Felstet, Donald E.—Frenchtown—
 Student
 Reiss, Peter T.—Hudson—Private
 Heiskell, James F.—Bozeman—
 Student
 Charlton, Darrel T.—Bozeman—
 Private
 Sickels, Homer D.—Missoula—
 Student
 Keefer, Craig A.—Bozeman—Student
 Jacobsen, Peter A.—Missoula—
 Student
 Terry, James G.—Polson—Private

MEMBER
NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

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